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DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 908

[Valencia Orange Reg. 651, Amdt. 1; Valencia Orange Reg. 652]

Valencia Oranges Grown in Arizona and Designated Part of California; Limitation of Handling

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This action establishes the quantity of fresh California-Arizona Valencia oranges that may be shipped to market during the period June 27–July 3, 1980, and increases the quantity of such oranges that may be so shipped during the period June 20–June 26, 1980. Such action is needed to provide for orderly marketing of fresh Valencia oranges for the periods specified due to the marketing situation confronting the orange industry.

DATES: The regulation becomes effective June 27, 1980, and the amendment is effective for the period June 20–26, 1980.

FOR FURTHER INFORMATION CONTACT: Malvin E. McGaha, 202–447–5975.

SUPPLEMENTARY INFORMATION: *Findings.* This regulation and amendment are issued under the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California. The agreement and order are effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674). The action is based upon the recommendations and information submitted by the Valencia Orange Administrative Committee and upon other available information. It is hereby found that the action will tend to effectuate the declared policy of the act.

This action is consistent with the marketing policy for 1979–80 which was designated significant under the procedures of Executive Order 12044. The marketing policy was recommended by the committee following discussion at a public meeting on January 22, 1980. A final impact analysis on the marketing policy is available from Malvin E. McGaha, Chief, Fruit Branch, F&V, AMS, USDA, Washington, D.C. 20250, telephone 202–447–5975.

The committee met again publicly on June 24, 1980 at Los Angeles, California, to consider the current and prospective conditions of supply and demand and recommended a quantity of Valencia oranges deemed advisable to be handled during the specified weeks. The committee reports the demand for Valencia oranges has improved.

It is further found that there is insufficient time between the date when information became available upon which this regulation and amendment are based and when the actions must be taken to warrant a 60-day comment period as recommended in E.O. 12044, and that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking, and postpone the effective date until 30 days after publication in the **Federal Register** (5 U.S.C. 553), and the amendment relieves restrictions on the handling of Valencia oranges. It is necessary to effectuate the declared purposes of the act to make these regulatory provisions effective as specified, and handlers have been apprised of such provisions and the effective times.

1. Section 908.952 is added as follows:

§ 908.952 Valencia Orange Regulation 652.

Order. (a) The quantities of Valencia oranges grown in Arizona and California which may be handled during the period June 27, 1980, through July 3, 1980, are established as follows:

(1) District 1: 306,000 cartons;

(2) District 2: 344,000 cartons;

(3) District 3: Open Movement.

(b) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" mean the same as defined in the marketing order.

§ 908.951 [Amended]

2. Paragraph (a) in § 908.951 Valencia Orange Regulation 651 (45 FR 41389), is hereby amended to read:

(a) * * *

(1) District 1: 447,000 cartons;

(2) District 2: 503,000 cartons;

(3) District 3: Open Movement.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: June 25, 1980.

D. S. Kuryloski,

Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 80-19501 Filed 6-25-80; 11:58 am]

BILLING CODE 3410-02-M

Farmers Home Administration

7 CFR Parts 1861, 1950

General; Servicing Accounts of Borrowers Entering the Armed Forces

AGENCY: Farmers Home Administration, USDA.

ACTION: Final rule.

SUMMARY: The Farmers Home Administration (FmHA) is updating and changing or deleting provisions of its regulation pertaining to account servicing of borrowers entering the Armed Forces. This action is taken to comply with an overall restructuring of FmHA regulations. The intended effect of this action is to meet the requirements of review of existing regulations in compliance with Executive Order 12044.

EFFECTIVE DATE: June 26, 1980.

FOR FURTHER INFORMATION CONTACT: James E. Lee, Assistant Administrator, Farmer Programs, Room 5313, South Agriculture Building, Washington, DC 20250, telephone number 202–447–4597. The Final Impact Statement describing the options considered in developing this final rule and the impact of implementing each option is available on request from the Office of the Chief, Directives Management Branch, Room 6346, South Agriculture Building, 14th and Independence SW, Washington, DC 20250.

SUPPLEMENTARY INFORMATION: This final action has been reviewed under USDA procedures established in Secretary's Memorandum 1955 to implement Executive Order 12044, and has been classified "not significant". FmHA revises and redesignates its

regulations on servicing the accounts of borrowers entering the Armed Forces from Subpart D of Part 1861, to a new Subpart C of Part 1950 Chapter XVIII, Title 7, Code of Federal Regulations.

This subpart enables FmHA loans to be serviced in compliance with the Soldiers and Sailors Civil Relief Act of 1940. Borrowers with accounts serviced by the FmHA who have entered or who are entering military service will require special treatment. This subpart prescribes the authorities, policies, and routines for servicing such cases in addition to those contained in other FmHA regulations.

It is the policy of this Department that rules relating to public property, loans, grants, benefits, or contracts shall be published for comment notwithstanding the exemption in 5 U.S.C. 553 with respect to such rules. This revision, however, is not published for proposed rulemaking since the change only involves the renumbering of the regulation in accordance with the restructuring of Agency regulations and no major policy changes are being made and therefore publication for comment is unnecessary.

Therefore, Chapter XVIII is amended as follows:

SUBCHAPTER E—ACCOUNT SERVICING

PART 1861—ROUTINE

Subpart D—Servicing Accounts of Borrowers Entering the Armed Forces [Deleted]

1. Subpart D of Part 1861 is hereby deleted from the Code of Federal Regulations.

SUBCHAPTER H—PROGRAM REGULATIONS

PART 1950—GENERAL

2. A new Subpart C of Part 1950 is hereby added to the Code of Federal Regulations and reads as follows:

Subpart C—Servicing Accounts of Borrowers Entering the Armed Forces

Sec.

Authority: 125 U.S.C. 490, delegation of authority by the Secretary of Agriculture, 7 CFR 2.23; delegation of authority by the Assistant Secretary for Rural Development, 7 CFR 2.70.

PART 1950—GENERAL

Subpart C—Servicing Accounts of Borrowers Entering the Armed Forces

§ 1950.101 Purpose.

Borrowers with accounts serviced by the Farmers Home Administration (FmHA) who have entered or who are entering military service will require special treatment. This Subpart prescribes the authorities, policies, and routines for servicing such cases in addition to those contained in other FmHA regulations.

§ 1950.102 General.

(a) FmHA will do everything possible to assist borrowers entering the armed forces to adjust their affairs in contemplation of military service. It is not the policy of FmHA to renew, postpone, or modify annual installments due under a promissory note because of the borrower's entry into the armed services. However, scheduled payments will not be enforced against such a borrower when the payments are beyond the borrower's ability to pay. In addition, under the Soldiers' and Sailors' Civil Relief Act of 1940, the security property of a borrower in the armed forces cannot validly be seized or sold by foreclosure or otherwise during the borrower's tenure of service, or for three months thereafter, except (1) pursuant to an agreement entered into by the borrower after having been accepted for service, or (2) by order of the Court. Any person causing an invalid sale to be made is guilty of a misdemeanor. Regardless of the foregoing, the long-time interest of the borrower can best be served by prompt and satisfactory arrangements for the use and protection, or disposition, of the security property in accordance with the policies expressed herein. Upon request, the Regional Attorney will inform the State Director with respect to relief which may be secured by a borrower under the Soldiers' and Sailors' Civil Relief Act of 1940.

(b) In connection with Multiple Housing loans to individuals, references to County Supervisor and County Office in this part will be read as District Director and District Office.

§ 1950.103 Borrower owing FmHA loans which are secured by chattels.

(a) *Policy.* When information is received that a borrower is entering the armed forces, the County Supervisor will be responsible for contacting the borrower immediately for the purpose of reaching an understanding concerning the actions to take in connection with the FmHA loan indebtedness. The borrower will be permitted to retain the chattel security property if arrangements can be worked out which be satisfactory to the borrower and FmHA. However, because of the nature of chattel security, the borrower will be informed of the usual depreciation of such security property and will be encouraged to sell the property and apply the proceeds to the loan(s). In most cases, the interests of both the borrower and the Government can best be served by arranging for a voluntary sale of the security property. A borrower retaining security property will be expected to make payments on the loan(s) equal to the scheduled payments.

(b) *Methods of handling.* In carrying out the above policy, the cases of borrowers entering the armed forces will be handled in accordance with one of the following methods:

(1) *Voluntary sale of security property.* When it is determined that the security property will be liquidated, the borrower will be urged to sell the property through the use of Form FmHA 455–3, "Agreement for Public Sale by Borrower," for a public sale, or Form FmHA 462–2, "Written Consent to Sell and Statement of Conditions on which Lien will be Released," for a private sale. If, for any reason, it is more desirable or necessary for the property to be sold by FmHA, the sale will be conducted through the use of Form FmHA 455–4, "Agreement for Voluntary Liquidation of Chattel Security," executed by the borrower:

(i) Before being accepted for service in the armed forces, if the sale is to be completed before the borrower is accepted for service, or

(ii) After being accepted for service, if the sale cannot be completed before the borrower is so accepted. For this purpose, an individual will be considered as accepted for service after being ordered to report for induction, or, if in the enlisted reserve, after being ordered to report for service in the armed forces.

(2) *Assumption of indebtedness.* When the borrower arranges with a person satisfactory to FmHA to purchase the security property and to assume the FmHA loan indebtedness secured by chattels, the State Director is authorized to approve an assumption agreement for this purpose between the borrower, the person assuming the debt, and FmHA. In such a case, the original borrower will not be released from liability, and the agreement will be entered into with the advice of the Office of the General Counsel (OGC) and upon forms prepared by OGC. An executed copy of the assumption agreement will be furnished to the

Finance Office, and an account will be established in the name of the assuming borrower with the case number of the assuming borrower. If the assuming borrower does not already have a case number, a new number will be assigned. The original borrower's name will be retained in the account records.

(3) *Arrangements with third persons.* When the borrower arranges with a relative or other reliable person to maintain the security property in a satisfactory manner and to make scheduled payments, the State Director is authorized to approve the arrangement. In such a case, the borrower will be required to execute a power of attorney, prepared or approved by OGC, authorizing an attorney-in-fact to act for the borrower during the latter's absence.

(4) *Possible legal action.* If the borrower fails or refuses to cooperate in the servicing of the loan indebtedness secured by chattels in accordance with one of the methods set forth herein, the borrower's case folder will be forwarded to the State Director for referral to the attorney in charge for legal advice as to the steps to be taken in protecting the Government's interest.

(c) *Statements of accounts and transfers.* Borrowers entering the armed forces will be requested to designate mailing addresses for the delivery of statements of account. Any changes in these addresses will be processed on Form FmHA 450–10, "Advice of Borrower's Change of Address or Name," with appropriate explanations. Under this procedure, a statement of account may be mailed to a location other than where the account is maintained and serviced. This is a deviation from the established procedure. These cases will not be transferred unless the security property, when retained by the borrower in accordance with paragraph (b)(3) of this section, is moved into another County Office territory. Then the transfer will be processed through the use of Form FmHA 450–5, "Application to Move Security Property and Verification of Address," and Form FmHA 450–10 with appropriate explanations. In cases when assumption agreements have been executed, statements of account will be mailed to the assuming borrower. Cases involving assumption agreements will be transferred when the assuming borrower moves from one County Office territory to another.

§ 1950.104 Borrower owing FmHA loans which are secured by real estate.

County Supervisors, to the greatest extent possible, should keep themselves informed of the plans of borrowers with FmHA loans secured by real estate who may enter the armed forces. They should encourage any borrower who is definitely entering the armed forces to consult with them before the borrower's military service begins concerning the most advantageous arrangements that can be made regarding the security. County Supervisors will assist these borrowers in working out mutually satisfactory arrangements.

(a) *Power of attorney.* Borrowers entering the armed forces who retain ownership of the security should be encouraged to execute a power of attorney authorizing the person of their choice to take any actions necessary to insure proper use and maintenance of the security, payment of insurance and taxes, and repayment of the loan. No FmHA employee will act as attorney-in-fact for a borrower. The State Director will consult with OGC concerning any limitations upon the use of a power of attorney under local law and the circumstances under which the power of attorney should be exercised. In general, either spouse may act as attorney-in-fact for the other spouse, but, in a few States, a spouse cannot exercise the power of attorney in connection with a sale or encumbrance of the homestead. In a majority of States, a power of attorney is revoked by the death of a person granting the power, but, in some States, the power of attorney executed by a person in the armed services remains valid until actual notice is received of the death of the person granting the power. A power of attorney should not be used in conveying title to the farm except in those States where the power is good until actual notice of death. The State Director will request OGC to prepare a satisfactory form of power of attorney which may be duplicated in the State Office and furnished to County Supervisors with a State supplement concerning its use.

(b) *Borrower retains ownership of the security.* When a borrower retains ownership of the security, FmHA will assist in making arrangements for the use of the security which will protect the interests of both the Government and the borrower.

(1) *Leasing.* It will be more satisfactory if the security is leased under a written lease in accordance with equitable leasing policies and applicable FmHA procedures. The borrower should make arrangements for the rental income to be used for regular payments on the loan in order to avoid the accumulation of unpaid interest. The borrower also should make arrangements for the payment of taxes and insurance and maintenance of the security to avoid having these charges paid by the Government and then charged to the account. It would be desirable to provide that the lease will continue for the duration of the borrower's military service unless either party gives written notice of earlier cancellation of the lease.

(2) *Operation by family.* When a borrower wishes to have the farm occupied and operated by family members or relatives without a written lease, the County Supervisor should advise the borrower as to whether or not the proposed arrangements will be in the best interests of the borrower and the Government. When the farm is to be operated by relatives, the hazards and disadvantages to the borrower and the Government which are inherent in unwritten contracts will be discussed, and every effort will be made to induce the borrower to enter into formal contractual arrangements whenever possible to do so.

(c) *Borrower does not retain ownership of the security.* When a borrower does not retain ownership of the security, it may be transferred to another approved applicant or sold. In either case, FmHA will cooperate with the borrower in completing a sale or transfer in accordance with applicable procedures. Such offers to sell or transfer security will be made to all prospective applicants, regardless of race, color, religion, age, sex or national origin.

(d) *Borrower abandons the security or fails to make satisfactory arrangements.* When a borrower abandons the security or fails to make satisfactory arrangements for maintenance of the security and payment of taxes, insurance, and installations on the loan, the County Supervisor will send a complete report on the case to the State Director. The report will include all the information that can be obtained regarding the borrower's plans for the security and any evidence to indicate that abandonment has, in fact, taken place. In these instances, it must be recognized that the borrower may have entered into verbal arrangements for the care of the security without properly advising the County Supervisor. Whether such cases may be construed to be in violation of the provisions of the mortgage, so as to support foreclosure by order of the Court under the provisions of the Soldiers' and Sailors Civil Relief Act of 1940, will need to be determined on an individual case basis by the State Director and OGC. Clear-cut abandonment cases or instances in which the borrower fails to take action to transfer or sell the property, while

evidencing no interest in it or desire to retain it, will be processed in accordance with applicable procedures.

(e) *Statement of account.* Borrowers entering the armed forces who retain ownership of their security will be requested to designate mailing addresses for the delivery of statements of accounts. Any changes in addresses will be processed on Form FmHA 450–10 with appropriate explanations.

(25 U.S.C. 490, delegation of authority by the Secretary of Agriculture, 7 CFR 2.23; delegation of authority by the Assistant Secretary for Rural Development, 7 CFR 2.70)

Note.—This document has been reviewed in accordance with FmHA Instruction 1901–G, "Environmental Impact Statements." It is the determination of FmHA that the proposed action does not constitute a major Federal action significantly affecting the quality of the human environment and, in accordance with the National Environmental Policy Act of 1969, Pub. L. 91.190, an Environmental Impact Statement is not required.

Dated: June 6, 1980.

Gordon Cavanaugh,

Administrator, Farmers Home Administration.

[FR Doc. 80–19327 Filed 6–25–80; 8:45 am]

BILLING CODE 3410–07–M

DEPARTMENT OF ENERGY

Economic Regulatory Administration

10 CFR Part 570

[Docket No. ERA–R–79–54–A]

Standby Gasoline Rationing Plan; Correction

AGENCY: Economic Regulatory Administration, Department of Energy.

ACTION: Final rule correction.

SUMMARY: This document corrects a final rule that appeared on page 41330 in the **Federal Register** of Wednesday, June 18, 1980.

FOR FURTHER INFORMATION CONTACT: Benton F. Massell (Office of regulations and Emergency Planning), Economic Regulatory Administration, Room 7108–I, 2000 M Street, NW., Washington, D.C. 20461, (202) 653–3220.

SUPPLEMENTARY INFORMATION: FR 80–18391 is corrected as follows:

1. On page 41346, the amendatory language in the first column, sixth line through the eighth line, should read "Chapter II, Title 10 of the *Code of Federal Regulations* is amended to add a new Subchapter F—Standby Gasoline Rationing, consisting of Part 570, to read as follows".

2. On page 41345, second column, first paragraph under "VIII. Comment Procedures", the date "July 15, 1980" is corrected to read "August 15, 1980".

Issued in Washington, D.C., June 20, 1980.

F. Scott Bush,

Assistant Administrator, Regulations and Emergency Planning, Economic Regulatory Administration.

[FR Doc. 80–19247 Filed 6–25–80; 8:45 am]

BILLING CODE 6450–01–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 25, 121, and 127

[Docket No. 17897; Amdt. Nos. 25–53, 121–159 and 127–39]

Operations Review Program; Amendment No. 8

Correction

In the issue of Thursday, June 19, 1980, in FR Doc. 80–18581, appearing at page 41586, please make the following corrections:

1. On page 41593 in the first column in the paragraph designated (c), in the sixth line, the first word "exist" should be corrected to read "exit".

2. On the same page, in the third column, in § 121.318(b)(2), there should be a period at the end, following the word "attendant".

3. On page 41594, in the first column in § 121.443(b)(8), the first word, "Notes", should read "Notices".

BILLING CODE 1505–01–M

14 CFR Part 39

[Docket No. 80–WE–23–AD, Amdt. 39–3808]

Varga (Morrissey) Model 2150 and 2150A Series Airplanes; Airworthiness Directives

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD) which requires the installation of a mechanical stop in the engine throttle control linkage on Varga (Morrissey) Model 2150 and 2150A series airplanes. The AD is needed to prevent possible over-center operation of the throttle linkage which results in reversed throttle commands.

DATES: Effective June 27, 1980. Compliance schedule—As prescribed in the body of the AD.

ADDRESSES: The applicable service information may be obtained from:

Varga Aircraft Corporation, 12250 E. Queen Creek Road, Chandler, Arizona 85224.

Also, a copy of the service information may be reviewed at, or a copy obtained from:

Rules Docket in Room 916, FAA, 800 Independence Avenue, SW., Washington, D.C. 20591, or

Rules Docket in Room 6W14, FAA Western Region, 15000 Aviation Boulevard, Hawthorne, California 90261.

FOR FURTHER INFORMATION CONTACT: Jerry Presba, Executive Secretary, Airworthiness Directive Review Board, Federal Aviation Administration, Western Region, P.O. Box 92007, World Way Postal Center, Los Angeles, California 90009. Telephone: (213) 536–6351.

SUPPLEMENTARY INFORMATION: There has been a report of an instance in which the sense of throttle operation in the forward crew station was reversed; i.e. counter clockwise throttle lever action produced increased power. Throttle action at the rear crew station remained normal. Subsequent inspection revealed the cause to be displacement of certain elements of the throttle linkage to an over-center position. Since this condition is likely to exist or develop on other airplanes of the same type design, an airworthiness directive is being issued which requires the installation of a mechanical stop in the throttle linkage on Varga (Morrissey) Model 2150 and 2150A airplanes.

Since a situation exists that requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulation (14 CFR 39.13) is amended, by adding the following new airworthiness directive:

Varga (Morrissey) Model 2150 and 2150A Airplanes Certificated in all Categories

Compliance is required as indicated, unless already accomplished.

To prevent possible reversal of throttle command, accomplish the following:

(a) Within 50 hours' time in service from the effective date of this AD, or at the next annual inspection, whichever occurs sooner, install a throttle stop to limit the allowable throttle movement in accordance with Varga Service Letter SL 2150A–1 dated April 29, 1980. Adjust throttle linkage so that the crank arm does not come closer than ⅛ inch to the stop with the throttle in the most forward position. After installation, conduct engine ground power test to determine that full engine take off power is available.

(b) Alternative inspections, modifications or other actions which provide an equivalent level of safety may be used when approved by the Chief, Aircraft Engineering Division, FAA Western Region.

This amendment becomes effective June 27, 1980.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, 1423); sec. 6(c) Department of Transportation Act (49 U.S.C. 1655(c)); and 14 CFR 11.89)

Note.—The FAA has determined that this document involves a final regulation which is not considered to be significant under Executive Order 12044 as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). In addition, the expected impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

Issued in Los Angeles, Calif., on June 13, 1980.

W. R. Frehse,

Acting Director, FAA Western Region.

[FR Doc. 80-19281 Filed 6-25-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 39

[Docket No. 80-EA-12, Amdt. 39-3812]

DeHavilland DHC-6; Airworthiness Directives

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment issues a new airworthiness directive, applicable to DeHavilland DHC-6 type airplanes, which requires an external inspection for cracks, and an internal inspection for corrosion of the main landing gear legs. This results from several incidents involving cracks at the weld juncture of the Y-joint on the main gear strut. Cracks have resulted in failure of the legs with resultant wing damage during taxiing operations.

EFFECTIVE DATE: July 1, 1980. Compliance is required as set forth in the AD.

ADDRESSES: DeHavilland Service Bulletins may be acquired from the manufacturer at Downsview, Ontario, Canada M3K 145.

FOR FURTHER INFORMATION CONTACT: L. Lipsius, Airframe Section, AEA-212, Engineering and Manufacturing Branch, Federal Building, J.F.K. International Airport, Jamaica, New York 11430; Tel. 212-995-2875.

SUPPLEMENTARY INFORMATION: As a result of a taxiing accident involving the collapse of the main landing gear of a DHC-6 type airplane and other similar incidents, an emergency directive dated February 8, 1980, was airmailed to all known owners and operators of such airplanes. The directive required a dye penetrant inspection to which was later added an alternative X-ray inspection of the tubular leg at the Y-joint. This directive publishes the substance of the emergency directive in the **Federal Register.** Since the same situation exists as to air safety for publication purposes, immediate adoption of the directive is required and thus notice and public procedure hereon are impractical and good cause exists for making this directive effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations, 14 CFR 39.13 is amended, by adding the following new Airworthiness Directive:

DeHavilland: Applies to DeHavilland Model DHC-6 airplanes fitted with main landing gear legs which have not been inspected in accordance with DeHavilland Modification No. 6/1660. To prevent possible failure of the main landing gear legs at the Y-joint weld, accomplish the following:

(a) Within the next 10 hours in service, unless accomplished within the last 590 hours in service, inspect the weld juncture at the Y-joint of the main landing gear legs for cracks using dye penetrant or X-Ray inspection methods. If dye penetrant inspection is used, all paint must be removed from the Y-joint weld junction area, and the area must be reprotected after completion of the inspection. If X-Ray inspection is used, paint removal is not required. An acceptable X-Ray method calls for a Phillips 300 KVA constant potential unit or equivalent with exposure of 250 KV and 10 milliamps (MA) for 2.5 minutes. The film to focal spot distance is to be 48 inches with a focal spot size of 4 mm square. Use Kodak Type AA film or equivalent sandwiched between .010 inch thick lead screens in flexible cassettes. The leg material is HY-TUF to AMS 6418B specifications.

(b) If no cracks are found, repeat the inspection in Paragraph (a) at intervals not to exceed 600 hours in service or six months, whichever occurs first, until the "D" inspection or equivalent, per DeHavilland Maintenance Manual PSM 1-6-2, is accomplished by 6000 hours in service.

(c) Within the next 50 hours in service, unless accomplished within the last 2350 hours in service, inspect the inside of the leg assembly around the crevice location at the Y-joint in accordance with the method noted in Paragraph (e)(l) of this directive for the presence of corrosion and integrity of the internal finish coat. If no corrosion or failure of the inner coat is found, repeat the inspection at intervals not to exceed 2400 hours in service or one year, whichever occurs first, until the "D" inspection, or equivalent, of the leg is accomplished.

(d) When complying with Paragraphs (a), (b), or (c) of this directive,

(1) If cracks are found, repair in accordance with a method approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region or replace before next flight with a part satisfactorily inspected in accordance with Paragraphs (a) and (c) of this directive.

(2) If irregularities are found in the internal finish coat integrity, or if internal corrosion is detected, repair in accordance with DeHavilland Overhaul Manual PSM 1-6-6, Chapter 32-10-11, revised December 15, 1978, or equivalent, before next flight.

(e) For inspection and repair of the main landing gear leg:

(1) For an internal inspection, a borescope requiring removal of the leg assembly may be used. X-Ray inspection, or equivalent, which does not require removal of the leg assembly, also may be used. X-Ray inspection is to be accomplished in accordance with Paragraph (a) of this directive.

(2) Remove and install the main landing gear leg in accordance with procedures specified in DeHavilland Maintenance Manual PSM 1-6-2 Part 2 or PSM 1-63-2 Chapter 32-00-00, or an equivalent.

(3) For local removal of the leg finish and details of a "D" inspection of the leg, comply with Maintenance Manual PSM 1-6-2 Temporary Revision No. 85 or PSM 1-63-2 Chapter 32-10-11, Temporary Revision No. 32-8 dated December 15, 1978, or an equivalent.

(4) Disassemble the leg, clean and remove internal and external protective treatment in accordance with Overhaul Manual PSM 1-6-6 Chapter 32-10-11, revised December 15, 1978, or an equivalent.

(f) After accomplishment of the "D" inspection, or equivalent, no further action is required for compliance with this AD.

(g) Upon submission of substantiating data by an owner or operator through an FAA Maintenance Inspector, the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region, may adjust the compliance times specified in this AD.

(h) Equivalent inspection procedures and repairs may be approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region.

(i) The aircraft may be flown in accordance with FAR 21.197 to a base where the inspection or repairs can be performed.

Effective date. This amendment is effective July 1, 1980.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended, (49 U.S.C. 1354(a), 1421, and 1423); sec. 6(c), Department of Transportation Act, (49 U.S.C. 1655(c)); and 14 CFR 11.89)

Note.—The Federal Aviation Administration has determined that this document involves a regulation which is not significant under Executive Order 12044 as implemented by Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979).